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THE JOURNAL

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TINCHER-Rev. Sampson Tincher, D. D., at liville, Dec. 26. Funeral from Roberts Park Methodist Episcopal Church, Tuesday, Dec. 29,

Yandes and 9th Sts .- Dixon.

10:30 a. m. Friends invited.

FUNERAL DIRECTORS.

FLANNER & BUCHANAN-173 North lilinois street. Lady embalmer, for ladies and children. Office always open. Telephone 641.

LOANS-Money on mortgages. C. F. SAYLES, 75 East Market street. TO LOAN-A large sum; amounts to suit; comission and expenses lowest. No gold clause. NEWTON TODD, 6 Ingalls Block. MONEY-To loan on Indiana farms. Lowest williams & Co., Crawfordsville, Ind.

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of 1,000 inventions wanted. rouble; no samples; sure seller and good pay

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Address L. SMITH, 265 South Illinois WANTED-Any one contemplating a trip to Cal-Ifornia call on or write to JOHN WHITE, 90 West New York street, ndianapolis, Ind. worker, and come well recommended; a half in terest in a \$10,000 practice yearly to the right Address F. M. MADISON, M. D., Peorla.

FOR SALE OR EXCHANGE. FOR SALE OR EXCHANGE-By C. W. Phillips

barrels per day; in good repair and well located. Roller process mill, capacity, 200 barrels per Elevator; 25,000 bushels; junction of five rail-Two hotels, one in Indianapolis; one in North

Several good farms, city property and property Cripple Creek Gold Rock Mining Company of Colorado stock for sale at low price to develop new work; from \$10 to amount wanted; no debt of any kind on property; no preferred stock; nonassessable; output of Cripple Creek district for \$16,906,000; prospective output for 1897, Bicycle factory and other property. B. and L. stock, debenture and installment. Fire, life and 40-acre farm wanted within twenty-five miles,

NOTICE-A meeting of the stockholders of the Star Saving and Loan Association will be held Jan. 2, 1897, at 7:30 p. m., at the office of the association to vote upon the acceptance of the changes in the bylaws. H. M. HADLEY, President.

H. H. FAY, Secretary.

STOLEN-Bay horse, known as Rolf Wilkes: height about 15.3; aged seven years; blocky build; scarred on both front feet by wire fence; black phaeton; red-striped gear; no rod on dash; breast barness; black trimmings; liberal reward. Notify THOS, COLBERT, Superintendent Police, or N. E. KINNEY, 20 Board of Trade, Indian-

CLAIRVOYANT-Mrs. T. Griswold, the great clairveyant and pain ist, tells you every hope, fear and ambition of life; everything revealed; gives navice on business, love and marriage. Office and residence, 25 East South street.

STORAGE-Indianapoits Warehouse Co., 255-273 S. Fenn, st., Pennsylvania tracks, Phone 1343.

PALMIST. PALMISTRY-Juanita, the Gypsy palmist. Sat-

isfaction guaranteed. 88 West Ohio street. LEGAL ADVERTISEMENTS. STOCKHOLDERS' MEETING.

The annual meeting of the stockholders of the estiana Insurance Company, of Indianapolis, Ind, will be held at the office of the company Indianapolis, Ind., Tuesday evening, Jan. 3 1867, at 8 p. m. M. V. M'GILLIARD, President. J. KIRK WRIGHT, Secretary.

NOTICE TO CONTRACTORS-CEMENT.

STONE WORK, ETC. The Board of Regents of the Indiana State Soldiers' and Sallors' Monument, will, on the 5th (fifth) day of January, 1887, at 11 (eleven) o'clock a, m., at the office of the board, Room No. 83, State Capitol, Indiapapolis, Indiana, receive sealed proposals for furnishing all labor and materials for the finishing of the place surrounding the monument in the city of Indianapolis, Indi ana, in strict accordance with the drawings and specifications of Brune Schmitz, architect of the

monument. Said drawings and specifications are now on file in the office of R. P. Daggett & Co., Room No. 28, Marion Building, Indianapolis, In-A certified check, to the amount of \$1,000 (one thousand dollars), payable to the order of the Board of Regents, Indiana State Soldiers' and Sailors' Monument, is to accompany each bid as a guarantee that the successful bidder will enter into a contract for the completion of the work named in said bid.

The successful bidder will be required to furnish an acceptable bond, for the faithful performance of the contract, to the amount of 40 per The Board of Regents reserves the right to reject any or all bids.

Fy order of the Board of Regents State Soldiers' and Sailors' Monument EDWARD P. THOMPSON, Sec'y.

What It Might Mean for Him.

New York Press. The baseball umpire started and the newspaper dropped from his nerveless fingers. 'In heaven's name," cried his wife, "what is the matter? He shivered violently. "I see," he gasned "I see that a professor at Princeton pro-

poses doing away with the pitcher and has invented a cannon which fires the ball." Well, what of it?" He mopped his brow. "Think!" he cried "Suppose the spectators get

Home Comforts on Railways.

St. Louis Post-Dispatch. A nursery, with toys and a nurse, is to be added to a limited express train on the Pennsylvania road, so that the little ones may travel in comfort and pay full fare. In time we may all live on railroad trains and G. T. Newberry, one of the oldest emkeep house perhaps as cheaply as it can be done anywhere else.

Ringing noises in the car , snapping, buzsing, roaring, caused by catarrh, all disappear with the use of Hood's Sarsaparilla.

A DECREASE IN TONNAGE

A HOLIDAY CAUSES A DECLINE IN THE MOVEMENT OF LOADED CARS.

The Year's Earnings Disappointing-The Pennsylvania Lines Placing Large Contracts for Rails.

The train records show that there were received and forwarded at Indianapolis in the week ending Dec. 26 a total of 22,155 cars, 16,828 being loaded. While this is a falling off as compared with the week ending Dec. 19 of 1,516 loaded cars, it will be noticed that it averages well with the loaded car movement at the corresponding period of former years; in fact, a handsome increase over the corresponding week of 1894. Had there not been a holiday, in which no local freights were run, the loaded-car movement last week would have been in excess of that of the week ending Dec. 19. East-bound, especially to Baltimore and Newport News, there is a heavy movement of grain, but unfortunately much of it was grain in transit, which has been stored in elevators and resting cars, and it is carried at the 15-cents-perone-hundred-pound rate and will not show the desired increase in earnings, as there is very little money to the roads in rates based on 15 cents per one hundred pounds, Chicago to the seaboard. The shipments of live stock and dressed meats eastward for the last few days have been lighter than for some time past. This is not unusual during the holiday season. Shipments of produce, cereal products, hides and hard-wood lumber are fully up to the December average and heavier than at the corresponding period of 1895. West-bound business continues disappointing, not only in the higher but lower class freights. Shipments of coal and coke, however, have increased some the last few days, and local lines have handled more of the Ohio and Indiana coals the last thirty days, but so mild has been the weather that the demand for coal is not up to the usuel December average. Locally the roads are handling a good deal of live stock. The fact that at the Indianapolis market better prices are paid tends to increase the shipments to this point. Local manufacturers are shipping more goods low is given the car movement for the week ending Dec. 26 and for the corre-

sponding weeks of 1895 and 1894; Name of road. H. & D .- Ind'lis div. Penn.—I. & V. enn.-Chicago div enn.-Columbus div .. 1,280 E.-East div..... & E.-West div. Big Four-Chicago div.. 2,311 Big Four-Cincin'ti div. 3,124 Big Four-St. Louis div 1.585 3ig Four-Clevel'd div. 1,826 Vandalia 1,721 Totals 16,828 Empty cars 5,327 Total movement22,155 22,827

Contracts for Steel Rails. The Pennsylvania Railroad Company will

this week place contracts for steel rails to be delivered at different periods in 1897. This company has for some time past bought large quantities of rails prior to the winter months, so as to keep the Pennsylvania rolling mills in operation, but owing to the illness of President Roberts the matter has been delayed. There is used by the Pennsylvania Railroad Company a large amount of steel rails annually, and while the work this year was curtailed owing to the depression in business, nearly 70,000 tons were purchased. This amount was no: secured at one time, as the contracts were given to different companies. This year's contract calls for 40,000 tons, which is about the same amount as was secured prior to this time last year The contract is to be divided among the Pennsylvania Steel Company, the Lackawanna Steel Company, Cambria Iron Company, Carengie Steel Company and the Ill-

inois Steel Company. While only 40,000 tons of steel rails are ordered now, the amount will be increase, as another order is generally given about June. If business should improve there is no doubt that a larger amount of steel rails will be used by the Pennsylvania Company during 1897 than in 1896. It is said the price paid is

This Year's Earnings.

As the year 1896 nears its close railway officials are looking back over the twelve months to see what has been gained or lost. It is already evident that the year will pass into history as one of extraordinarily small earnings. The year started Railroad Gazette, and for the first six months, while many roads had to report decreases, the aggregate earnings were considerably larger than for the same pesummer and the campaign excitement business generally decreased, and, although a little later a large grain crop began to move, it was less than in the previous year. and rate wars cut down the earnings from that source, so that altogether the fall months have continued to show a falling off, even compared with the unsatisfactory results of last year. Still the increase gained in the first half of the year has not been entirely wiped out by the later losses. and the year as a whole will show a some what better total, gross and net, than 1895, and 1897 will open with every promise of great improvement over many previous

Belt Road Traffic.

In the week ending Dec. 26 there were transferred over the Belt road 14,829 cars. against 16,323 in the week ending Dec. 19. Last week Belt road engines handled at the stock yards 923 carloads of stock, against 1,279 in the preceding week, and on private switches 690 cars, against 839 cars in the week ending Dec. 19.

Traffic Notes. The Monon handled at this city 515 cars,

406 being loaded. The Peoria & Eastern, on both divisions, handled at Indianapolis last week 2,455 cars. 1,521 being loaded. The Lake Erie & Western last week fell nearly 100 cars below its usual average.

handling at Indianapolis 524 cars, 363 being In the week ending Dec. 26 there were handled at Indianapolis 5,327 empty cars; 1.813 were for the Big Four and 1.378 for the Pennsylvania lines. The Vandalia handled at this point last

week a total of 2,244 cars, 1,721 being loaded: of the in-bound business, 138 cars were loaded with live stock. The four Pennsylvania lines handled at Indianapolis last week 4,183 cars, 2,805 being loaded, the lightest loaded car movement of any week in some months.

The Cincinnati, Hamilton & Dayton had the best week but one of the present year, handling at Indianapolis 956 cars, 684 being loaded. This road is now loading considerable grain from elevators.

The Big Four lines handled at Indianapolis last week 10,569 cars, 8,846 being loaded. The exhibits of the St. Louis and Beeline divisions were not as favorable as in the week ending Dec. 19, while the Unicago and Cincinnati divisions had one of the heaviest week's loaded-car movement of

the present year. Personal, Local and General Notes.

J. A. Filmore, general manager of the Southern Pacific Railway, Pacific division, is seemisly ill with pneumonia. The Chicago division of the Illinois Central is new double-tracked for 180 miles be tween Villa Ridge and Cobden, Ill. The Brotherhood of Locomotive Engineers will give their first annual ball at Tomlin

son Hall on the evening of Dec. 29, The Southern Pacific is arranging to reduce its running time of its fast freight line trains at least twenty-four hours between New York and San Francisco. W. T. Rembert, general Western agent of the South Carolina & Georgia, announces that after Jan. 1 his headquarters will be

at Kansas City. Railroad Commissioner Billings, of Michigan, states that unless business improves at least 1,000 miles of road in that State will be abandoned next year.

on Jan. 1 become general freight agent of the Old Dominion Line. D. S. Gray, who represents the Pennsyl- | mous, and should be made to pay just as vania lines as one of the board of managers other property pays for its improvements.

secretary, is spending the holiday vacation at Columbus, his former headquarters. E. E. Loomis, superintendent of the Tioga division of the Erie, in addition to his present duties, will on Jan. 1 take the superintendency of the Blossburg Coal Company. George Butler, for many years one of the traveling freight agents of the Great North-ern, died at Worcester. Mass., on Wednesday. He had gone there to spend the holi-

The officers of the Erie Railway Company and the city authorities of Jamestown, N. Y., have adjusted their differences and the Erie will at once build a \$20,000 station on Alfred Evans, local freight agent at this point of the Cincinnati, Hamilton & Dayton Road, on Saturday distributed a couple of

hundred cigars among the draymen who visited the office during the day. The United States Express Company will, on Dec. 31, withdraw from the Boston & New England, as the business done on the road will not pay the expenses of maintaining messenger service and offices.

The Flint & Pere Marquette has issued official notice of the completion of its Toledo extension. This company, on the first of the year, will open new freight and passenger offices at Milwaukee and Toledo. The transportation department of the Chicago & Alton very positively claims to hold the record for fast time, and that it can be verified by train sheets. A Chicago & Alton train ran 185 miles in 184 minutes. It is stated that Assistant General Passenger Agent Beaver will have charge of the passenger traffic of the Lehigh Valley road until a successor to the late General Passenger Agent P. G. Hancock is ap-

James A. Graham, master car builder of the Pittsburg. Fort Wayne & Chicago at the Fort Wayne shops, on Christmas celebrated his fortieth birthday. He was presented with an elegant iron chair by his

Superintendents of several divisions of the Pennsylvania have issued orders prohibiting the gathering of coal on the track or from empty cars of the company as a means of saving many premature funeral

It is stated that R. C. Hoffman, president of the Seaboard Air-line, and General John Gill, who tried to sell a controlling interest of the property to Mr. Thomas F. Ryan, have been brought together and have patched up a peace. The Missouri, Kansas & Texas has en-

belt people by which it promises to shut out the cars of all other lines in consideration of increased revenue from its traffic alliance with the Cotton Belt, David B. Brooks, formerly of Louisville, Ky., one of the charter members of the Brotherhood of Locomotive Engineers, died at Greenburg, N. Y., on Thursday at the age of seventy years. He was for many

years an engineer on the Albany & Schenectady road. Governor Atkinson, of Georgia, has approved the Northeastern Railroad Sale b a measure which provides for the sale of the road after being advertised thirty days. It is said parties contemplate purchasing it who will use it as a link for a line from

Augusta to Chatanooga. The general mortgage bondholders of the Mobile & Ohio have taken favorable action loaking to the extension of the road from Columbus, Miss., to Montgomery, Ala., 168 miles. The extension will be made under the personal supervision of the chief engineer of the Mobile & Ohio.

In no section of the country is the situation so trying for railroads to maintain an agreement as the Soo Line makes it in the Northwest. Every time it cuts rates it piles up business for itself, even cough competitors are successful in securing the consent of Eastern connections to meet General Superintendent Magee, of

Wabash, on Christmas awarded prizes for the best kept section on the eastern division. The first prize went to Frank Ehringer, of Huntington, Ind.; the second to D. C. Cussen, of Antwerp, and Charles Gagen drew the premium for having the best yard section. It is now thought that C. D. MacDonald, the conductor of the Baltimore & Ohio Chi-

cago limited train who, on Monday, Dec.

21, was knocked off his train by a passenger, will die. No reason is known for the attack, which occurred near Zanesville, O., while the train was running at the rate of The present year the Santa Fe Company has expended a large sum in replacing wooden trestles with steel structures; many wooden bridges have been replaced with

steel ones, and a large mileage of new, heavy rails has been laid. It is claimed that its power is in the best condition in the existence of the road. Some very fast passenger service between Galveston and St. Louis is to be established over the Missouri Pacific, the Texas Pacific and the International Great Northern. It is proposed to make the run between the

two points in twenty-eight hours, the highest speed ever attempted in Texas. The Joint Traffic Managers have approved he recommendation of the Joint Passenger committee to the effect that short-line fares from St. Louis to New York and other Eastern destinations via Chicago be withdrawn. Chicago lines are instructed to is- trade. In the last sixty days they have sue the necessary notice to interested lines between St. Louis and Chicago.

On the recommendation of New England, Canadian and trunk lines the Joint Traffic Association has ruled that from March 1. 897, immigrant fares be advanced to the basis of \$15 from New York to Chicago. \$15 from Boston to Chicago, \$13.55 from Philadelphia to Chicago, \$13.50 from Canadian points and Portland, Me., to Chicago, and \$13.20 from Baltimore to Chicago.

It would seem that the Pennsylvania had an idea that N. C. Dean, when transferred from Pittsburg to Terre Haute to be superintendent of the Vandalia main line, might return to Pittsburg, as R. E. McCarthy was appointed as acting trainmaster when Mr Dean came West. Mr. Dean has been with the company twenty-seven years, and he will be welcomed back to Pittsburg by the Panhandle employes.

On Christmas F. E. Towsley and C. A. Buntin, engineers on the Lake Shore Road. Western division, whose trip ends at Cikhart, Ind., were each given one of the fine new Schnectady passenger engines to run. The engines are ten-wheel type, have sixfoot driving wheels, eighteen by twentynodern improvements.

Harry Miller, general superintendent of be abolished on Jan. I, has notified Receiver Malott that he will remain with the road as superintendent of the main line. the position he was promoted from, and Mr. Dean, now superintendent of the main ine, will return to Columbus. It is thought this arrangement will be temporary, and that as soon as the road comes out of the hands of a receiver the official roster, as before the receiver took charge,

will be restored. The committee which the citizens of Lima, O., appointed to visit the officials of the Cincinnati, Hamilton & Dayton and endeavor to get the company to rebuild its shops there, on Saturday had a conference with President Woodford and General Manager Waldo, and returned home much encouraged. The matter is the more important to Lima from the fact that the shops, if built, will be much more extensive than those burned. The citizens' committee will now try and induce the owners of grounds the company want to reduce their price, and if this is not done an effort will be made to get the citizens to pay a portion of the \$29,000 for ground required.

Effective Jan. 1, J. M. Gill will be made general superintendent of the Western division of the Chesapeake & Ohio, with headquarters at Huntington, W. Va., and C. E. Doyle as general superintendent of the Eastern division, with headquarters at Richmond, Va. George W. Lewis, who has been assistant superintendent of the Cincinnati division, becomes division superintendent in charge of the Cincinnati divi- Robert W. Long to Edward H. Schuwe, sion. H. C. Boughton becomes division superintendent, with headquarters at Ashland, Ky. He will have charge of the Lexington division and Ohio & Big Sandy division also. C. C. Walker, whose headquarters are at Richmond, Va., on Jan. 1 becomes division superintendent in charge of the Peninsular, Richmond & James River

Let the Park System Wait. To the Editor of the Indianapolis Journal: The tendency to incur large additional indebtedness to our already unsupportable burden will not meet with popular favor. Much can and should be done to keep up with other cities and to give our people, rich and poor alike, such privileges in parks, drives, etc., as are necessary for comfort. There are boards in increasing numbers for the appropriation of public money, and the necessity for large expenditure in the limits of our actual needs implies that there must for years to come be upon the people a tax that will increase rather than decrease. The present tendency creating such boards, unless they are limited in power, is inimical rather than a help to our progress. There is a way that a drive along Fall creek on both sides and a sufficient width could be obtained without either confiscation of abutting property or a general assessment. The benefits accruing to abutting real estate on such an improvement would be enorof the Joint Traffic Association, with his In its present condition this Fall creek

strip is practically worthless. The provement suggested will enhance its value beyond computation. It can never be of value for building purposes until some improvement of this nature is made. Sanitary conditions alone demand reclamation of this kind. No business man would purchase this tract in its present condition, subject to overflow, at any price, and it is wrong, therefore, to expect the taxpayers to buy it on any other basis than its actual cash value. It is not enough to say that good judges of real estate values made these appraisements; even such men can be mistaken, and rather than pay an excessive price it should be condemned and acquired at its fair valuation. The taxpayers are weary of the ever-opening devices for the lavish expenditure of their money, and the present tendency to rush matters through that its attainment may be secured before some other board exhausts the limit of our indebtedness is no creditable and will not receive popular support. There never was greater occasion to heed the people's wishes than in this burdened as they have been with various assessments at a time when the ordinar; tax has been a burden. People are not in the humor now to submit to any lavish outlay of their money. In our own city the building of houses by laboring people was practically suspended when the panic began, and they have not since had the courage to begin operations, while developments in the favored districts among the well-to-do have been phenomenal. This fact has been so glaring that strangers coming here have noticed it, and we are known far and wide for the great improvement of our city, but the moderate home is not in it. Such a man is forced to borrow in the highest market and the foreclosures of the past two years show that nineteen-twentieths of such are the people. The continual din of tax and assessment is the cause. Much had to b done, much remains to be done, which gives us reason to stop and inquire just how far we should go. The talk of "parks for the poor" and laboring people is all bumcombe. Give them, for the present, a chance to acquire homes and to pay for those already in

FARES WELL IN EXPORTS

Indianapolic Dec. 26.

jeopardy, and the parks will come in the

proper course of time, as well as a city

hall and other necessary ornamentations.

tered into an agreement with the Cotton-INDIANAPOLIS LARGELY INCREASES ITS FOREIGN SHIPMENTS.

> Fifty Per Cent. of the Stuff Sent Eastward from This City Is for Ocean Cargoes.

But few people who have not given the matter investigation are aware of the volume of export business transacted at Indianapolis. Were one to say that 50 per cent, of the shipments eastward were for export, the statement would be doubted, but such is the case. The Kingan & Co. packing house, which has the largest export business here, the year round ships to New York fifteen to twenty carloads of hog products a day. The cerealine mills, which, when running to their full capacity, convert 5,000 bushels of corn a day into cerealine products, ship fully 60 per cent. of that quantity to New York for export. The hominy mills, which convert 3,000 bushels of corn a day into hominy articles, ex-The National starch works, which converts from 5,000 to 6,000 bushels of corn a day when running to full capacity, export fully 75 per cent. of the goods they manufacture, and the flouring mills 75 per cent. of their product. The manufacturers of

flouring mills would probably come next in amount of business for export. There is hardly a foreign country that Nordyke & Marmon and the J. B. Allfree Manufacturing Company do not build mills for, and their business of this character is increasing with each year. The Atlas engine works, Chandler & Taylor, the Sinker-Davis Company, with each year are increasing their export trade. The Atlas engine works and Chandler & Taylor have built up a big trade in Mexico and South America, and therformer has recently made shipments to Singapore and other distant foreign points. Tucker & Dorsey have a big foreign trade. Mr. Tucker states that he does not know of a foreign country that they have not shipped goods to within the last six months. The H. Lieber Art Company have built up an extensive foreign shipped goods to forty-six points in England, France and Germany.

would have an immense export trade could they find their orders and keep up their home trade. Last week this company shipped six carloads of vehicles to Buenos Ayres and received orders from three other foreign points. Mr. Parry says the export business is limited, simply for the reason that the plant can't fill their orders. The Dean pump works have quite New York houses in such a manner as to make it difficult to state the volume of the business.

The turniture dealers do some foreign

business, and would do more did they give the matter attention. With each year the bievele works are filling more foreign orders. The Bellis Bicycle Company last week received a half dozen good orders from foreign countries. The seed men, with each year, build up more export The United States Metallic Company is building up a large export trade. It is not an unusual thing for it in one shipment to forward five thousand pounds an increase in export business as in the "thrown" on examination, or who cannot and rapid and honest work is required by class offices, ive stock traffic It is now about five years since the first the Vandalia lines, a position which will cattle were exported from this section, and it originated in the shipments of some very tine stock, fatted in Greene county. and from this one shipment in five years there has developed large export business in cattle. The last two years, with the establishing of the auction sale stables by Blair & Baker, an export trade in horses has been built up and there has not been a week in the year 1896 that there were not several buyers here to purchase horses to export to England, Paris, Germany and Nova Scotia. The large mule pens at the stock yards, recently completed, have led to the building up of an extensive mule export trade. Within the last two weeks five carloads of mules have been shipped to Africa, having been purchased at the Indianapolis market. While the volume of export business now done makes a very respectable exhibit for Indianapolis, each year is showing an improvement over the preceding one.

REAL-ESTATE TRANSFERS.

Fifteen Transfers, with a Total Consideration of \$23,239,20. Instruments filed for record in the recorder's office of Marion county, Indiana, for the twentyfu; nished by Theo, Stein, abstracter of titles, corner of Market and Pennsylvania streets, In-

Lemcke. Telephone 1760:

Lot 25, in Long & Harlan's Cottage Home addition William B. Wampler to Frederick Hahn, Lot 240, in Jameson's first Belmont ad-Edward D. Johnson to Artie M. Holman, Lot 304, in Spann & Co.'s second Woodluwn addition William A. Gabe to Harry E. Gabe et al. Lot 6, in Wright's North Illinois and Nineteenth-street addition . August Emrich to Peter J. Herold, part of the west half of the southeast quarter of Section 20, Township 15, Range 4. Silas T. Blizzard to Joshua C. Vinson, Lot %, in Smith et al.'s subdivision. Jones's addition Thomas J. Hamilton to Leon O. Bailey Lot 9, in Square 13, Fletcher's northeast atharine B. Dunn to Elliott Marlow, Lot 60, in Strong & Co.'s subdivision, Square 17. Johnson's heirs' addition ... Adolph R. Schmidt to Benjamin F Schmidt, part of Lot 33, Block 10, North Indianapolis . Alice J. Kenton to Emil Mantel, part of Let 131, in Daugherty's subdivision, haries A. Vinnedge to Blanche B. Vinnedge, Lot 18, in Burchard et al.'s subdivision, Square 17, Johnson's heirs' adohn R. West to Celinda M. Tucker, Lot 54. Hyde Park addition ... Emmanuel F. Heather to same, Lot 24 Thomas J. Jennings to same, Lot 37. same addition .

Transfers, 15; consideration..... For Weak Women.

Alfred Parker to Emily J. Davis, Lot 27

in Reisner's second addition, West In-

Horsford's Acid Phosphate. It soothes and feeds the nerves, helps digestion and imparts strength.

THE POSTOFFICE CLERKS

PRIVILEGES THEY ARE ASKING. The Classification System and Why Its Benefits Should Be Extended to

This Branch of Service.

o the Editor of the Indianapolis Journal: Your issue of the 21st contained a lengthy treatise touching the railway branch of our Postoffice Department. It seemed at first glance to have been intended to describe the growth and operations of this branch of the service, but further examination introduces the reader to that familiar wording | manufacture of department recommendations so quickly recognized. Referring to the reports of the appliances in 60 MONUMENT PLACE, department I find, with possibly a few at Infirmary transpositions or other contractions, disposing of characteristic clauses, that copy rather than primitive construction may be said to constitute the stock and staple of the entire mass. With possibly the displacement of the definitive for the descriptive adjective, or this covert resort to ellipsis or metonymy, followed by mention of a homes of moderate cost and among laboring | few local clerical requirements, almost the greater part of Pages 43 and 44 of Superintendent J. E. White's report of 1893 is thus appropriated. While this will divest the article of all utility but a tumultuous digest of the various recommendations to Congress, still it, however, will be important as showing the marked attention given by legislation to this railway branch of the postal service. Having been provided with a defined and scientific law of classification. the business interests of the people have been promoted and the convenience of clerks certainly provided for. As set forth in the article alluded to, salaries range from \$800 to \$1,400 per annum, with express provision that "the government pays each clerk for daily service whether he is on duty or not." Nor does the generosity of the government stop here. The article further announces that the "general" use of conditions are to work six days and "lay off" the same time, or, in other words, work half the time. This now wisely en- tunities of different postmasters in their ables the clerk to give to the public better | struggle to secure at least their share of erate demands of business require It will be remembered that there are three great divisions of the postal service, al mutually dependent - the railway postal service, the letter carriers and the postoffice clerks. Since the letter carriers have a classification act, a leave-of-absence statute and an eight-hour law, with salary established as to time of service, with pay for overtime, I will consider the one other branch which now remains—the postoffice

clerk. It will not be necessary to give a detailed account of how this department has developed. Each city office has grown ip from a village office on its own system y simply elimination and occasional designation — just as it seemed to please Because of this manner of growth, without properly united efforts and without proper egislative action the office now operate with a mass of contradictory functions, with confusing systems of designation, which is an impediment to an efficient service. An attempt was made by act of Congress. March 2, 1889, to provide a law for he regulation of the large postoffice, but proved inadequate; yet to-day confusion, njustice and retarded service is the crop of a neglected plant. Classification is simple progress in business, or civilized ad-EFFECTS OF CLASSIFICATION.

The affairs of our national government have reached a stage of systematic adminstration. This condition has been reached by associated adoption of improved methods of system and classification. This beng the case, more is demanded of government employes. The inferior man has less hope of public confidence, the efficient man more of advancement. By united improvement the working becomes systematic. The management of the work of the departments of government advances by contintreatment of like conditions remain, but this must be changed by legislation, which is naturally and purposely slow; its difficulty is one of the safeguards of our stability. But these laws will be given as other improvement was made. Accepting | ple, it as such. I wish to fairly mediate between extreme conclusions by the decency of intermediate steps. The intelligence of the people has long outgrown the notion that any class of government servants should enjoy a monopoly of favor or partiality. That would not conform to the principles of justice and equality intended by the Constitution of our country. The people hardly understand how ar duous are the duties in first-class postoffices. As I have said before, I again allow it to stand the test of experience here. that the postoffice clerk works more hours in the year than any other government ofan export trade, but it is done through ficial, because there is no limit to a day's work. The work is wearying to the mind and exhaustive to the constitution. Our work might be better understood were it more in the open. It is all unseen. The responsibility and value of the work of the postoffice clerk are as a result less appreclated than are those of our brothers in the service. People may wonder at our ability, by scheme regulations, to accurately distrib- | 14. I regret exceedingly that I cannot atute and make up mail for points of a radius of two hundred miles away as familiar as "star routes" out of Indianapolis, and yet have little idea of the requirements of mind and heart for such work. The man i sion, as I feel for them as I do for no other with a treacherous memory has no place force in the world, for I feel that they are

quickly think, recall, and promptly act, will never be a success. Many fall by the wayside and are "lost in the shuffle." THE CITY WORK. The city distribution to carriers, too, with all continual changes of districts, renaming of streets, and, at times, reorganization of district boundaries, causes changes of city scheme to come no longer by scores, but by lists, running up into the hundreds. which now must require only the bright and active mind followed by a prompt, confident execution. It is said that once a single letter containing a remittance, delaved one hour, caused the failure of a business house. The people hardly see down in the "hold of the ship," where for each day in the year, with no promise of "lay off" guaranteed, the wearying indus- does not exist. Until your bill passes the try, trained intelligence, and intense con- | service must of necessity be hampered, and centration of mind, is really applied to the immense task of working mail to wall adjacent States besides our own, by direct route, in order that the same patient labor may be spared to this railway postal clerk | man hope and he has ambition. Leave him who may have just returned "fresh and chipper" from his regular weekly or monthlay off." which was provided him by law so aforesaid, to give him rest and to enable him, if possible, to "work" what remains. The mail deposited in these offices by immense mercantile houses, whose dianapolis, Suite 229, first office floor, The methods of business make much advertising correspondence indispensable, which must now be "worked," with few exceptions, to offices of final destinamakes the postoffice the prime means of reliance for the modern business institutions. Of course, this requires the best mental vigor obtainable for this service if the people derive the benefits they deserve and naturally expect. James E. White, of 1893, touching the postoffices, says: tribution is growing coextensively with every other branch of the service, and its necessities as regards increased force and

The report of General Superintendent "This branch of the general work of disimproved facilities must be met in an equally liberal spirit or it will speedily lapse into a condition unfitting it to accomplish that part of the work of distribution which necessarily devolves upon it, and it will become a partially paralyzed member of the general system and its shortcomings will he felt throughout the whole." * * * 'Men who have outgrown their usefulness or who are mentally or physically incapacitated for hard work should be provided for elsewhere; the mailing division is no place This statement of the superintendent must mean that it is most expedient that mail should be correctly "worked" before it is dispatched from the postoffice, and

that it requires the best talent for the requirements of the mailing room. This was chief of the salary and allowance division. said three years ago, and yet no legislation to each postoffice authorized to employ in our interest. QUICK WORK NECESSARY. A wide range of knowledge must be possessed and brought to bear correctly and quickly in order to meet that hour changing manner of making up mail, prompt dispatch and quick distribution in a large

postoffice. There is no manner of escape

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Q. VAN HUMMELL, M. D.

Indianapolis, Ind. cantile establishment, or "dumped" in by some railway mail crew with sighs of relief, who must abandon the car at the terminal point, we must promptly face and father the entire donation and present it again to the road properly put up to prevent its being "reworked" while in further transit. Of course, the fewer the clerks in the mailing room at the time the more overtime will be required, and so they are forced to work long and irregular hours many days of the year, and being denied this monthly or semi-monthly "lay off" so generously granted to our brothers, toiling on in poorly ventilated rooms or dark and unhealthy basements, they find little

remedy but the physician's prescription and The action of the department carrying injured railway clerks full pay for one year after injuries are received is just and humane. the system now in use we will attempt to give the comparative treatment with the other branches of the service. As is now done in order to pay clerks in first and second-class postoffices, the postmaster general submits to Congress, prior to the end of the fiscal year, the probable cost of clerk hire. When the whole appropriation is made a certain amount is allowed by the chief of the salary and allowance division, to each postoffice authorized to hire clerks. This place is one of great responsibility. It will be seen once that it would require the best qualifications for this place, to make these allotments properly and justly, keep within the appropriation and manage the impormade finally, the assignment of clerks to salaries is made by the postmaster. It necessarily often happens that there must be much inequality and injustice in the matter of pay. A clerk performing certain duties in one office at times receives but one-half the salary of a clerk discharging similar duties in another city. Two clerks may stand side by side in the same room, doing the same work, and yet one receive twice the pay of the other, and often the one receiving the lower salary is the better clerk of the two. Clerks performing a higher grade of work than others receive less pay. NO PECUNIARY CERTAINTY. Besides all this, the salary of the post-

office clerk, poor as it is, is not guaranteed to him from year to year, as the present system is all uncertainty. The pay is all conditioned upon the departmental estimate, the appropriation of Congress, the "doling out" by the salary and allowance division, on down to the choice and judgment of the postmaster. There is no classification-only an uncertain and indefinite custom. The clerk may be paid any salary in even hundreds, from \$300 or \$400 to \$1,000. The law does not pretend to define designations, and from a practical standpoint no attention is paid to these things. The present inequitable custom lacks those elements calculated to stimulate clerks to vigorous action, and a fairly classified and clearly defined law would infuse new life into the employe, and as the department is so closely related to the business interests of our country and the general welfare of citizens, one can readily see how all would be benefited by a proper classification. In H. R. 3273, now on the House calendar, having received favorable report by unanimous vote from committee on postoffices and post roads, it is proposed to classify and pay clerks in accordance with work which they actually do. The designations are defined, duties determined and pay exactly fixed. Taking the matter as a whole passage of the act would be just to the clerk and of material benefit to the service and convenience of the peo-Departmental employes, as clerks in the customs service, draw good salaries upon and fixed basis. In fact, all federal employes are classified and provided for except the postoffice clerk, who is subject to the mere chance of an outgrown, antiquated and unjust system. But reform is breasting up all around. Leading postmasters throughout the country are earnest in our interest. Among the leading are Chas. Dayton, New York city; Washington Hesing, Chicago: W. W. Carr, Philadelphia: James P. Willette, Washington, and Henry Castile, of St. Paul.

MR. HESING'S VIEWS. mention here-that of the postmaster of a

city of over sixty substations-Chicago, of yours extending an invitation to be present at your convention in Denver on Sept. tend, but desire to return to you my sincere thanks for your invitation. It would, indeed, be a source of great pleasure to me to be present with the clerks on that occa-

the United States. "They deserve very much better treatment at the hands of Congress than they have ever received. It is a case of 'penny wise and pound foolish,' for every dollar expended in bettering the condition of postal clerks means just so much better service. My heart fairly bleeds every time I go through our office and find more than one-eighth of our entire force working for \$400 and \$500 a. year. In a large city like Chicago life and body can hardly be kept together on any such miserable pittance. A postoffice clerk should be a gentleman, present at all times a tidy appearance and have every evidence of soundness of body and strength of mind, To have them, he should have the necessary wherewith. He should be provided with means enough to pay for more than the mere necessities of life, and should have extended to him in addition the hope of reward for meritorious service. Until your classification bill passes this condition when your bill does pass I believe that the efficiency of the service in an office like Chicago will be increased fully 10 per cent. Hope is the great incentive of life. Give without ambition and he becomes a mere automaton. The postoffice service requires active, energetic men, who are ever on the alert, and who are looking into the future for something better. "I presume it is needless for me to say that I am now, as I always have been, at your service, and will most readily do whatever lies in my power to aid you in seeuring the passage of your bill, and if can in any other way assist you, or if can by any manner of means contribute to the amelioration of the condition of the

postal clerks in that great department in which we are all so much interested, command me. Yours, "WASHINGTON HESING." WORDS OF THE REPORT.

I could do no better than to append to this letter a portion of the unanimous report on this Bill 3273, April 9, 1896; "The committee on the postoffice and postroads, to whom was referred the bill (H. B. 3273) for the classification of clerks in first and second-class postoffices, respectfully report as follows: Prior to the act of March 2, 1889, which this bill is intended to amend, there was no legislation whatever upon the subject of classifying postoffice clerks. Individually, these public servants had no lega status. By virtue of the general authority derived from Sections 3800 and 4049, the postmaster general submitted to Congress in advance for each fiscal year, among other items, an estimate of the amount required for "compensation of clerks for postoffices;" and when the bulk appropria tion was made a certain sum was allowed by the postmaster general, through his clerks. After the allotment was made to the various postoffices the assignment of clerks to salaries was made by the respective postmasters without any fixed or definite rules whatever. There was no law classifying the thousands of clerks-no standard or limit for the payment of salaries. In other words, there were no defined grades, no determined pay, "It necessarily happened as the result of such a system that there was much unfairfrom duty or assignment. If an enormous ness and inequality in the matter of salaconsignment of unworked mail is carted to ries. A clerk performing certain work in

MEDICAL DIRECTOR us by some great publisher or other mer- one office at times received but one-half the salary of a clerk discharging similar duties in another city. Two clerks worked side by side in the same office, did the same work, and yet one of them received twice the compensation of the other clerk, who was often the better clerk of the two. One clerk performed a higher grade of work than another, and still received a smaller compensation. The clerk's salary, poor as it was, was not assured to him from year to year, so uncertain was this system of annual estimates of the department, the appropriations of Congress, the allotments of the salary and allowance division, and the judgment or caprice of individual postmasters.

> "The act of March, 2, 1889, may have been intended to correct these evils. If so, it has been a failure. It is called a "ciassification" act, but this is a misnomer of the worst kind. Very aptly does the present postmaster general denominate it an "alleged classification" act. The only substantial result of this law has been the pay-ment of salaries in even hundreds of dollars. The system is just the same as formerly. There is still the same element of uncertainty. The scheme of estimates, appropriations, allowances and allotments still prevails with no definite restrictions It is needless to say that this constantly increasing branch of the government has long since outgrown this ancient system. The absence of classification and the indefinite basis of pay are no longer adapted to a service in which are engaged an army of nearly twelve thousand men. "The grading in the above paragraphs is artificial, vague, and uncertain in the extreme. The clerk in the rank and file may be paid any salary, just so it is in even hundreds of dollars, from gardless of the work which he actually performs. The grades, not being defined, mean nothing; and in actual practice the designations of the classes are used as synonymous

> So much for the present law. Now as to the remedy proposed. In H. R. 3273 it is proposed to classify and pay clerks accordng to the work which they actually perform. The designations are defined; the duties are determined; the salaries are fixed. It is certainly a reasonable propo-Certainty, equality, fairness and reality are substituted for uncertainty, inequality, unfairness and artificiality; and in order to accomplish these desirable ends no additional appropriation will be required to put this measure into operation The bill speaks for itself. No extravagant salaries are promised; only a fair and defi-

> nite legal status is sought for individual clerks, and they are entitled to it. Successive prostmaster generals have for many years uniformly advocated a classification of postoffice clerks; the measure has the unqualified indorsement of the department, as indicated by a letter from the postmaster general (filed herewith as a part of this report.) The postmasters throughout the country urge its passage; the press and the public generally exhibit a high degree of interest in the bill. No appropriation will be required; it is in the direction of good legislation-good for the government, good for the public, and good for the employe.

> "All other federal employes are classified and paid upon a definite scale, while the postoffice clerks, who, as stated by the late Hon. S. S. Cox on the floor of this House, 'receive less pay, work more hours, and perform more onerous and indispensable duties than perhaps any other of ficials in the government service,' are still left to the mere chance of an antiquated and unfair system. "Recently, by an order of the President, the civil service has been extended so as to embrace all employes of postoffices except assistant postmaster, cashier, and private sion will have the effect of stimulating clerks to greater efforts as well as retaining within the service such of those greater ability who considered the sphere of a clerk too narrow, and who sought the earliest opportunity of employment where the recompense is greater and where

> opportunity for reaching the high grades is ssible. Experience and training are indispensable in maintaining an efficient postal service, and in order, as far as pos to secure this state of affairs every inducement should be held out to the ambitious clerk to fit himself for any grade in the "It is, indeed, high time that these humble public servants received a just recognition by the prompt passage of H. R. 273" Under date of April 9, 1896, Postmaster General Wilson wrote: "Sir-I have the honor to acknowledge receipt of the above-mentioned bill, forwarded me under date of Feb. 28, 1896, with

request that I furnish the committee such suggestions as I might deem proper, touching upon the merits of the bill and the propriety of its passage. The present alleged classification act, covered by Section 451 Postal Laws and Regulations, edition of 1893, has caused the department a large amount of annoyance, and has resulted in confusion by reason of the fact that the bill was loosely drawn and embodied so many terms that were considered synonymous by the different postmasters that it was an impossibility for the Department to have a clear and distinct understanding of metal polish to some foreign house, but in the first-class postoffice. One who can- the hardest worked and poorest paid force of the situation at all first and second four inch cylinders, and carry 190 pounds of probably in no line has there been such not retain these thousands of offices as of intelligent persons of whom accurate class offices, particularly at the larger first-

The cardinal features of the bill inclosed herewith are, first, the proper designation of each employe; second, the duties are clearly defined; third, the increase in the maximum of certain salaries, which will enable the department to retain in the service experienced and competent men. The bill, in my opinion, is properly drawn (with the exception of the amendments shown on bill herewith). "It may not be amiss to add that there

is not now sufficient encouragement to our

best clerks to warrant their remaining in

the service; consequently, a large number of such clerks annually leave the service follow other vocations. 'In view of the fact that this bill can become operative without an increase of the appropriation. I recommend its passage, Very respectfully WM. L. WILSON, Postmaster General. Hon. E. F. Loud, Chairman Committee on the Postoffice and Postroads, House of Representatives, United States.

The general consensus of the best opinion that this is the most meritorious bill that has eccupied the attention of Congress for some years, and that it will be passe C. G. KEISER.

Found Him in a Commission House, Arthur Poindexter, a colored lad who has been employed at Jose's commission house on South Delaware street, was arrested yesterday morning on a charge of housebreaking and petty larceny. Word was received at the police station that a burglat was in the commission house. Captain Dawson and Inspector Manning ran over to the place and found Poindexter. He was engaged in filling a sack with oranges and

other fruit.

Your anxiety is for your delicate child; the child that in spite of all your careful over-watching, keeps thin and pale. Exercise seems to weaken her and food fails to nourish. That child needs Scott's Emulsion with the Hypophosphitesnot as a medicine, but as a food containing all the elements of growth. It means rich blood, strong bones, healthy nerves, sound digestion. No child refuses Scott's Emulsion. It is

pleasant and palarable SCOTT & BOWNE, Cheraists, New York.